

WEBSTER'S
DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph,
Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL, CARLILL & CO.,
General Agents.

NEW SERIES No. 877.

日五廿月三日四十二期光

FRIDAY, APRIL 15, 1898.

五期

號五十一月四英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1850.

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,666,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE NEW YORK
LONDON LYONS
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the daily balance.
On fixed Deposits for 12 months at 5 per cent.

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" " " " " 3 " " " " " 3 "
" " " " " S. CHOH,
Agent.
Hongkong, 11th March, 1898. [382]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.

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" " " " " 3 " " " " " 2 "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, and June, 1897. [31]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Louis, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. Kwan Ho Chuen, Esq.
Chief Managers,
G. W. F. Playfair.

Interest for 12 months Fixed, 5 per cent.
On Current Account, Daily Balances 2 per cent.
Hongkong, 10th November, 1897. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000
RESERVE FUND £ 8,000,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING.—Chairman,
R. M. GRAY.—Deputy Chairman,
C. Beumann, Esq.
G. D. Böhlitz, Esq. A. I. Raymond, Esq.
G. E. Dodwell, Esq. R. L. Raymond, Esq.
David Gubbay, Esq. R. Shewen, Esq.
A. Haupt, Esq. N. A. Sloca, Esq.

Chief Manager:
Hongkong—T. JACKSON, Esq.
MANAGERS:
Shanghai—J. P. Wade Gardner, Esq.
London Banking—London and County
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 12th February, 1898. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10]

NOTICE.

A SPECIAL SESSIONS of Her Majesty's
JUSTICES OF THE PEACE will be held
in the JUSTICES ROOM, at the MAGISTRACY on
TUESDAY, the 19th day of April, A.D. 1898,
at 12 o'clock Noon, for the purpose of considering
applications.

(1) From one GUSTAV NEUBRUNN for
the transfer of his Publican's licence to
sell and retail intoxicating liquors on
the premises situate at houses Nos.
332 and 334, Queen's Road Central,
under the sign of "The Land We Live
in Hotel," to his daughter REGINA
NEUBRUNN.

(2) From one ISidor SILBERMAN for
the transfer of his Publican's licence to
sell and retail intoxicating liquors on
the premises situate at house No. 184,
Queen's Road Central, under the sign of
"The Globe Hotel," to his wife
ANNE SILBERMAN.

WM. C. H. HASTINGS,
Acting Police Magistrate,
Magistracy, Hongkong,
11th April, 1898. [104]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(p.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, &c., CANADA, &c., E. Street Noon, 16th April... Freight or Passage.
SHANGHAI Coremand F. N. Tillard About 16th April... Freight or Passage.
JAPAN, &c., CANADA, &c., D. C. Gregor, R.N.R. Daylight, 17th April, Freight or Passage.
JAPAN Kohala S. de B. Lockyer, R.N.R. Daylight, 17th April, Freight or Passage.
LONDON Manila R. L. Haddock, R.N.R. About 5th May.... Freight or Passage.
" (Passing through the Inland Sea).
† (See Special Advertisement).

For further Particulars apply to

H. A. RITCHIE, Superintendent,

Hongkong, 15th April, 1898. [5]

CALIFORNIA HOCK & RIESLING.

1 doz. qts. \$6.00
1 doz. pts. 3.50

GENUINE GRAPE WINES, EXCELLENT VALUE.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 14th April, 1898. [20]

JUST LANDED.

SAINT RAPHAEL WINE.

A STRENGTHENING,
DIGESTIVE TONIC WINE.
Prescribed for Bronchitis, Malaria, and during convalescence.

CALDBECK, MACGREGOR & CO.,
Sole Agents. [15]

TRY THE

CURRY

AT THE HONGKONG HOTEL.

W. POWELL & CO.

SS. FORMOSA.

A SPLENDID ASSORTMENT

OF

NEW MILLINERY.

Hongkong, 5th April, 1898

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

(p.)

SOLE AGENTS IN HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.

" VICTOR " METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT THOS. SKINNER,

27] DODWELL CARLILL & CO., General Agents,

28] DODWELL CARLILL & CO., General Agents,

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79] DODWELL CARLILL & CO., General Agents,

80] DODWELL CARLILL & CO., General Agents,

To-day's
Advertisements.

THEATRE ROYAL

TO-MORROW (SATURDAY).
TO-MORROW (SATURDAY).

LAST NIGHT! LAST NIGHT!
LAST NIGHT! LAST NIGHT!

CARL HERTZ.

MIDDLE, DALTON,

and the
CINEMATOGRAPH,
ENTIRE CHANGE OF PROGRAMME
"MEPHISTO'S TARGET,"
QUEEN'S DIAMOND JUBILEE
ENGLISH CRICKETERS.

REDUCED PRICES.—

Dress Circle \$1.00
Stalls 1.00
Pit 0.50
A few stalls reserved at \$1.00
Book at ROMEO'S PIANO CO.
Hongkong, 15th April. 1898. [439]

GYMKHANA MEETING.

THERE will be TWO ENCLOSURES at the GYMKHANA MEETING on SATURDAY, the 16th instant. Entrance to FIRST ENCLOSURE 50 cents free to Sailors and Soldiers in uniform. Entrance to SECOND or INNER ENCLOSURE \$1.00 no tickets taken: P. DE S. BURNET,

Capt. R.A.
Hon. Secretary.
Hongkong, 15th April, 1898. [525]

HONGKONG ODD VOLUMES SOCIETY.

EVENING MEETING.

THERE will be an EVENING MEETING of this SOCIETY, in the CHAMBER OF COMMERCE ROOM at the CITY HALL, on WEDNESDAY, the 16th of April, at 9.30 P.M., at which experiments in Electrical Discharge and exhibitions of the Graphophone and Phonograph and Microscope will be given.

Ladies are invited and members may ask their friends.

HENRY E. POLLOCK,
Hon. Secretary.

12, Bank Buildings,
15th April, 1898. [524]

CRICKET CLUB LAWN TENNIS TOURNAMENT.

NOTICE.

THE time for concluding Ties has been Extended as follows:—

and ties to be concluded on or before THURSDAY, 21st instant.

3rd ties to be concluded on or before WEDNESDAY, 27th instant.

4th and final to be concluded on or before WEDNESDAY, 3rd May.

N.B.—All final ties to be the best out of five sets.

By order,

LAWN TENNIS, Sub-Com.
Hongkong, 15th April, 1898. [525]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TAKOW.

Captain Fresser, will be despatched as above on MONDAY, the 18th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th April, 1898. [525]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.
Having connexion with Company's Mail.

Steamers to ADEN, SUZU, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA,

ALSO
VENICE and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD,

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belista, will be despatched as above on WEDNESDAY, the 20th instant, at Noos.

At BOMBAY the Steamers are discharging in

VICTORIA DOCK.

For Further Particulars regarding Freight and

Passage apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 15th April, 1898. [525]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA,
AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from along-wards.

Cargo will be landed at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 15th April, 1898. [525]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamer

"GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Under-signer before noon on the 2nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd instant will be subject to rent.

Bills of Lading will be countersigned by

WANDER, WIEHLER & Co.,
Agents.

Hongkong, 15th April, 1898. [525]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

Lemonade.

GINGER ALE.

SARAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [525]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

SPICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clares, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brand, in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [525]

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 15, 1898.

THE CUSTOMS SERVICE.

The Imperial Maritime Customs Service

is now the mainstay of the Central Government of China. It is the only security China had to offer for loans from Russian, French, German and British financial institutions wherewith to pay off the Japanese war indemnity, to get the Japanese out of Manchuria, and to buy them out of Wei-hai-wei. From the time of its reorganisation by Sir ROBERT HART up to the present time it has been a cosmopolitan body, and, as such, has been regarded by the Corps Diplomatique in Peking, as coming within their "sphere of influence" but it has never been more under "observation," more closely watched, more the object of jealousy and rivalry than it is to-day. Happily, the question of preponderating influence in the Service has been settled, by Sir CLAUDE MACDONALD in favour of Sir ROBERT HART and his brother-in-law, Dr. BROWNE, whom a better selection could not have been made; but there is another question to be settled and it should be thrashed out and disposed of soon—the sooner the better. We refer to the salaries paid to the Customs employees of all grades, whether of the In-door or Out-door sections of the service. The "bitter

cry" of the Customs has been heard for months and in fact years past; and still they cry. The Customs officers of all grades are suffering severely from the fall in the value of silver, and there are also loud complaints that the sufferings would not be so keenly felt were the means of promotion more clearly defined than hitherto. We can quite understand that Sir ROBERT HART's hands are tied, as he indicated in his recent reply to the ably written memorial of his Staff, and that he is reluctant to increase the great burdens of the State, but he had no option when the memorial was presented and in common fairness to the petitioners he passed it on to the Tsungli Yamen, where it will be pigeon-holed sine die unless the Corps Diplomatique bring pressure to bear on the subject through the proper channels. There would seem (as our correspondent "Bondholder" points out in the lengthy letter published in another column) to be good reason for the Corps Diplomatique taking up this question, it is not a purely Chinese question—a question between Chinese employers and their obedient humble servants. All the great Powers are now concerned, some of them greatly concerned, in the stability of the Customs Service, for it is their security for large sums of money advanced to China in the hour of need. In recent years some of the ablest men in the Services threw it up in disgust, both on account of loss in exchange and the irregularity and uncertainty of promotion. Now, we must not be understood to advocate any interference with Sir ROBERT HART's right to promote his men as he pleases; but we think that as he has shown a disposition to do all that lies in his power to promote the welfare of the whole staff, the representatives of the Great Powers in Peking, led by such an able and fair-minded diplomat as Atchito setting forth that he was one of the principal leaders of the insurgents in the Philippine Rebellion, from August, 1896, to about December, 1897. In March, 1897, Aguinaldo became chief leader of the insurgents and continued till December, 1897. During his leadership Aguinaldo formed a Provisional Government, consisting of a council of seven members, Aguinaldo being president, and Atchito the Minister for the Interior. In December, 1897, an agreement was made between the Spanish Government and the Insurgent chiefs, the former promising to pay the sum of \$800,000, to be distributed among the chiefs, for the rebellion to be stopped and also that Aguinaldo and Atchito should leave the country; the money to be paid, \$400,000 in Manila, and the balance to be remitted to Hongkong. The \$400,000 for Hongkong was remitted in Dec., 1897, and in the same month Atchito was sent to the Chinese territory this side of the Harbour in an advanced stage of decomposition, where he was buried in a shallow grave.

At the Supreme Court this afternoon, before the Chief Justice, Mr. J. J. Francis, Q.C. (instructed by Messrs. Johnston, Stokes and Master) moved ex parte, in an issue brought by one Isidore Atchito and others against Emilio Aguinaldo for an injunction under the provisions of section 18 of the code. Counsel read an affidavit by Atchito setting forth that he was one of the principal leaders of the insurgents in the Philippine Rebellion, from August, 1896, to about December, 1897. In March, 1897, Aguinaldo became chief leader of the insurgents and continued till December, 1897. During his leadership Aguinaldo formed a Provisional Government, consisting of a council of seven members, Aguinaldo being president, and Atchito the Minister for the Interior. In December, 1897, an agreement was made between the Spanish Government and the Insurgent chiefs, the former promising to pay the sum of \$800,000, to be distributed among the chiefs, for the rebellion to be stopped and also that Aguinaldo and Atchito should leave the country; the money to be paid, \$400,000 in Manila, and the balance to be remitted to Hongkong. The \$400,000 for Hongkong was remitted in Dec., 1897, and in the same month Atchito was sent to the Chinese territory this side of the Harbour in an advanced stage of decomposition, where he was buried in a shallow grave.

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CORRESPONDENCE.

(We do not necessarily endorse by the opinions expressed
Correspondents in this column.)

THE BITTER CRY OF THE CHINESE CUSTOMS STAFF.

To the Editor of the "Hongkong Telegraph."
Sir.—Steadily and surely, with faltering heart, and in not a few instances with increasing family also have the long-suffering employees of the Chinese Imperial Maritime Customs, beholden in helpless despair, their promotions, and even their pay minus, evaporation, day by day and week by week, under the inexorable influence of "exchange," and their only consolation, as the distance between them and their old home grew greater and more impracticable year by year, was that Japan at least was within reasonable distance, enjoyed a far better climate than China in general, and was free from the curse of the Gold Standard. It would therefore afford a place of retirement for men unable to go home.

Now, even that refuge is gone, and whereas until a few months ago a Mexican dollar was accepted throughout Japan as the equivalent of a Japanese yen, the steady decline of silver has placed the Japanese yen at a considerable premium, so that the pay of the visitor to Japan is still further marred of something over 10 per cent by the banks. What becomes of this 10 per cent? It does not evaporate. It remains stationary and can be used somewhere, but it is taken away from the person to whom it really belongs, and he is supposed to console himself with the "idea" that he has been credited with a more valuable yen in Japan. But is it so? Is the Japanese yen any more valuable in Japan to-day for ordinary purposes than was the Mexican dollar a few months ago? The answer is most emphatically no. It is in fact far less valuable than it was a comparatively short time ago, for the cost of living has greatly increased in Japan since the war, statistics of which are constantly appearing in the Japanese newspapers, together with a general outcry amongst the higher, as well as the lower classes, for a general increase of salaries. The lower and working classes have already adjusted their wages to a considerable extent by the simple method of "strikes," but that is a *modus operandi* which the dignity of their position does not command to the higher and official classes of any civilized country, the Government being looked to always to redress any manifest grievances of their employees who are, of course, the servants and mainstay of any country.

Japan being blessed with a Parliament, no doubt real salaries will be re-adjusted as far as possible, and already the Police and Postal departments are receiving considerable attention. But in China? What is to be done there? There is no Parliament in which to air public grievances and compel the attention of the Government to its duties, and undoubtedly the grievances of public servants, although in the case of the Chinese Customs, though enormous, there has, until lately, been a tendency to view the Service as a private institution under the sole proprietorship of Sir Robert Hart. However, whatever the popular impression may have been hitherto, and although the Service still remains in the hands of the Hart family by the appointment of his brother-in-law to be Deputy I. G., still, there can be no doubt that recently the status of the Service has become very much modified, by the guarantee of vast international loans by this section of the administration of the Chinese Imperial revenues, not to mention the action of the British Government in insisting upon the control of the Service remaining in the hands of an Englishman.

The Service has now become the tool of the nation whose millions are guaranteed by the well proven integrity of the foreign personnel, and the Ministers at Peking, as representatives of the bondholders, have undoubtedly a say as to what should be a pleasant one, to endeavor as soon as possible to redress the wrongs and remove the hardships which the terrible fall in exchange has brought upon their subjects, who have now virtually almost become their servants also, in the Chinese Government service.

Re-examined by Mr. Francis—Witness said the book did not show what amounts were paid by the bank in pursuance of the letter of credit for £72,000. The first amount credited to Mr. Bellios was on August 21st, 1892. It was £9,307.2 on 1st bank. There were no more dividends but on August 21st there was an entry of £4,196 on 1st bank shares but it was reversed. There might have been a separate interest account for the syndicate but witness did not know of it. The Brown and Ice shares appeared under the heading "Collateral Security, Bellios & Co."

Mr. Robinson re-examined witness as to the reversal of the entry of August 21st, and was told that there was nothing to show why that reversal was made.

Mr. Alexander Coutts, Acting Chief Accountant of the H. K. Bank, produced a letter signed by Bellios & Co. to the H. K. Bank dated 2nd February. The letter stated that scrips and transfers were sent for the following shares which were to be kept in the "C" account:—4 H. K. Banks, 32 Ices; 50 H. G. Browns, Soc. Bank of China Ordinary, 80 New Issue and 50 Founders. The shares were taken by the Bank as security against overdraft in the "C" account. The account was closed in October the same year and these shares were returned to Bellios & Co.

Mr. M. H. Michael, said that he was at present in the firm of Mr. J. R. Michael. He was at one time in the employ of the firm of Bellios & Co. as book-keeper. He left that employ in April, 1894. While he was in the employ of the firm of Bellios & Co. shares were put in his name. This was of frequent occurrence. At the time he left Bellios & Co. there were 300 Bank of China shares standing in his name, and they were not his property. Asked by Counsel under what circumstances the shares were put in his name, witness said that he was asked by Mr. Bellios to put them in his name. At the time he left the firm he received a letter from Bellios & Co. (produced) dated 23rd April, 1894, stating that in consideration of his allowing the 300 Bank of China shares standing in his name, but owned by the firm, and upon which shares the sum of £2 per share had been paid for them to remain in witness's name, the firm would pay all calls that might be made on the shares. Witness said that he had no interest in these shares. He thought that the shares were transferred either last year or the year before last to Mr. Moses. At the time of the liquidation these shares were still standing in witness's name. During 1894, after the 23rd April of that year, there was one call due, which Bellios & Co. paid. He remembered that 3,000 odd shares were opened under "syndicate account." He remembered some of the members of the syndicate, G. Coxon, his brother, Dick, and Melby. He remembered a further account in the books under "syndicate marginal account," and mostly Bank of China shares were held as security in this account. The marginal account was closed by witness. The marginal securities were taken over by Bellios & Co. at the market rate on that day, and balance was placed in the credit of each individual member of the syndicate in proportion to the number of shares he had held in the syndicate. He did not remember any further account opened with reference to the marginal securities as a whole while he was in the firm. The general ledger of the firm for the year 1894 was then produced and witness read entries from it. If any of the 1,600 Bank of China shares had been sold he would expect to find them entered in the ledger account. Referring to the old share register he found shares in the Bank of China registered in the name of Harwood. He also found from another entry that these shares were deposited with the Hongkong and Shanghai Bank, the date being February, 1892. In the new share register he found a catalogue of 1900 names including those of Harwood in the Bank of China. There was nothing in the book to show that they had been deposited elsewhere. He signed the promissory note produced as witness to the signature of G. L. Coxon to the note promising to pay Mr. Bellios £37,935.57, for value received.

The examination in chief of this witness was then finished and the case was adjourned till Wednesday next, on account of the Sessions.

Customs. They are to be found in almost all Customs Libraries which are usually open to the public also in most of the Treaty Ports. A glance shows us that Messrs. So-and-so, Esq., &c. Commissioners, were appointed to be Commissioners, after '94, respectively, 2, 3, 4 or 5 years of service. The boats which they received for their first septennial period of service was consequently £1,600 or £2,000 sterling according to their pay as Commissioners, whereas Messrs. So-and-so and So-and-so, (whose heads had been stepped over for political or other motives owing to the peculiarity of composition of the personnel of the Service) were, at the completion of their first septennial period, still in the lower ranks of the Assistants and entitled to receive say £5, £6, or £700 only, according as they had been moderately lucky or otherwise in the matter of promotion, and even the second and third bonuses issued to these Assistants would fall far short of the sum received by a man who was fortunate enough to be created Commissioner within his first seven years' service.

It is only too obvious how very inadequate and unsatisfactory is the system of granting bonuses. In lies of pension as at present enforced in the Imperial Chinese Customs, and it is a matter in which the Foreign Ministers at Peking might fittingly interest themselves to improve the prospects of their nationals in the Service and of the

Admiral is working under quite independent orders direct from home. He has been most indefatigable in his deck clearing and searchlight practices of late, and last week the crews of the eighteen men-of-war in Chefoo were kept going night and day.

An Anglo-Italian Syndicate is said to be obtaining large and important concessions in the province of Shantung for the working of mines and laying of railways. Who the Anglo parties are I do not know, but the Italian faction is represented by a Count Catalini who is very busy around here.

The following "very-special-all-our-own" Reuter's will serve to show how we amused ourselves here on the 1st. The little "news" was posted in the Club and it was funny to note the various effects produced.

"Tientsin, 1 April, 1898.

LONDON, 1st March.

The Rt. Hon. Mr. Curzon has declared that there is no truth in the report that H.M.S. *Bellerophon* had purchased three pickles of Chinese crackers with which to make a demonstration in the Gulf of Pechili.

Lord Salisbury is declared by his physician to be suffering from "imp" but Abel has promised to play for Surrey.

Several of our most distinguished residents acquitted themselves most originally. One, he was a Consul, after negotiating the placard in severe silence for movement, only betrayed the agitation of his feelings by absenting placing his eye-glass in the wrong eye; another, a genial Scot, saw the joke after due deliberation and went off spasmodically every five minutes by the clock; while a third—walked straight out of the Club.

By the bye a very good story is going the rounds now. Several leading Russians have delivered themselves in all seriousness of the opinion that the British fleet has come north for the purpose of saluting the Russian flag at Port Arthur! And yet people say we Britishers are not polite! Well, we couldn't do more than that if we were Frenchmen.

In reference to the new Treaty port about which I wired you a few days ago, it is a little place called Chenchangtao, or Tangho, and is at or very near the place from which the mala were despatched to Chefoo this winter. It is close to the Chinese Engineering and Mining Company's Works, and where they ship most of their coal from, and I fancy we have obtained its opening as a Treaty port mainly to prevent Russia securing it as another coaling station. It may eventually be a very useful outlet for trade, as it is never frozen in. More in a few days.

THE PHILIPPINE MINING CO.

To the Editor of the "Hongkong Telegraph."

DEAR SIR.—In your issue of 31st March you comment on the proposed prospects of the Philippine Mining and Development Company.

Dear Sir, I have, without evidently having given the matter full consideration.

The business immediately in hand is *coal mining* for which there has rarely or never been a more opportune time for developing it, and whatever may be said of the "unprogressive" or "Spanish rule" in the past 350 years, since Magellan landed in China Islands, there is no stoppage to progress in mining enterprises now, and it is well-known to the owners of the extensive iron ore mines in the north of Spain and to the proprietors of the Rio Tinto and Tarsis copper mines that the mining laws of Spain are the most liberal of any country in Europe.

In the Philippines the Government is liberal to a fault in assisting progress—witness the recent placing of the cable all over the principal islands by the Eastern Telegraph Company—worked by the Company, which gets a handsome subsidy besides a large proportion of the revenue accruing.

It cannot have escaped your notice in reading the prospectus, that mining can be prosecuted here by any and every nationality, and as exclusively as any other trade or business, and the so-called "revolution," caused it is said by a bad feeling against the clergy, is of very small account and has so far interfered but very little with ordinary business. Compare it with the constant rows in India, China, Africa and elsewhere, it is a scab, and could be rooted out for ever by a thousand Gordon Highlanders in a week.

We have no "pirates" about, and to compare the Hongkong bubble with anything else in recent history is a mistake. Who in his sober sense and with due deliberation would go in mining such coal, destined to ordinary and general requirements, and bound down to the employment of French labour, skilled and unskilled, to extract it? That Hongkong investors should be disappointed was a foregone conclusion, and the blid following the blid were bound to lose their money.

But to use the sad result as an argument against the prosecution of a totally different venture—is a useful coal suitable to all and every engine ashore and afloat, and worked by the owner's own men, is still more wide of the mark, and we would point out that the "official superintendence" for which 15 cents a ton is put aside itself into one solitary visit a year of one or two inspecting engineers to fulfil the formality of seeing that the work is progressing.

The quantity of coal required by the Government at a reduction of 5 cents per ton is put at 15,000 tons a year, and this will be the maximum, as they say. Cardiff almost exclusively in their men-of-war, and the calculation of profit is based upon Newcastle, which at 6/- F.O.B. pays the dray owner with labour there fully three times the Philippine scale. You do not wish to appear to be "unduly unkind in criticising Spaniards" but as the Company in question is a foreign concern, conducted and managed by foreigners, your criticism hardly applies, and it will only be fair to the parties interested that you correct any false impression your comments may have created in the same public manner.

Enclosing my card,
I have the honour to be,
Your obedient servant,
VERITAS.

Manila, 12th April, 1898.

NOTES FROM THE NORTH.

(From our own Correspondent.)

Tientsin, April 7th.

At last something has really happened, and not such a bad "something" either. All the week we have been waiting breathlessly like Micawber for something to turn up and relieve our suspense. With a big Naval demonstration Chefoo, and Mr. Balfour's pledge to speak before Easter, we had a right to expect something, and at last it came. Two days ago we knew that Wei-hai-wei had been leased to the British, and Balfour's speech to hand to Reuter to-day, tells all the story.

The position now is as satisfactory as it was exasperating before, and I am not quite sure that it will notice a little better long. I hear it rumoured, for instance, that in addition to Wei-hai-wei the British Government are negotiating for the Misamis Group of Islands, just outside Wei-hai-wei and

for Tengchow, on the opposite horn of Shantung. But I do not know whether this is true, and I think it may prove that the islands and Tengchow will be made a Chinese naval station—controlled by England in capacity of Naval Instructor, you know—which will as a matter of fact figure out very much the same as if we had it ourselves. Whether the possession of Wei-hai-wei is the extent of our demonstration I do not know, but rumours are not lacking that all danger of war is not yet averted. We have not heard yet what Russia will say to England's claim on Wei-hai-wei. It so completely spoils her book that she may cut up rough about it, or she may hold her peace until she is quite in position to talk, which she certainly does not seem to be just now.

That she will eventually resent England's *vis à vis* position goes without saying. I hear the

Admiral is working under quite independent orders direct from home. He has been most

indefatigable in his deck clearing and searchlight

practices of late, and last week the crews of the

eighteen men-of-war in Chefoo were kept

going night and day.

THE CANADIAN PACIFIC RAILWAY CO.'S STEAMER

"EMPEROR OF INDIA," ARRIVED AT NAGASAKI AT 5

AM. TODAY, THE 15TH, AND WILL LEAVE AT 3 PM.

FOR SHANGHAI, WHERE SHE IS DUE TO ARRIVE AT

9 PM. TOMORROW, THE 16TH INST.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

CAUAN steamer, from Shanghai

GLOST " " Koto

FOOKSAM " " Wuhu

SUNGKANG " " Manila

TACOMA " " Victoria

ACTY " " Bangkok

BOYTON " " Rangoon

LOCH " " Bangkok

GERMANTS " " Moji

HORNIS " " Hongay

LETTIMBO " " Bombay

TOM SU MARS " " Moji

Aggregating 15,345 tons register.

DEPARTURES.

P. C. KIAO steamer, for Swallow

ZAFIRO " " Guam

CHINWICK " " Saigon

HATSON " " Amoy

KYOTO MARU " " Kobe

IXTON " " Singapore

NANTHAN " " Guam

CHOYSONG " " Canton

DUMTICHLAND " " Shanghai

HUMBER " " Chefoo

KOME BANG " " Nagasaki

FORMAS " " Swallow

FAUNING " " Canton

PEHAWUR " " Singapore

Aggregating 13,906 tons register.

HONGKONG AND WHAMPoa DOCK RETURNS.

BUTMAN " " Kowloon Dock

DICHLAND (H.I.G.M.S.) " "

KAGURA (H.I.G.M.S.) " "

HOLST " "

HANOL " "

COPTIC " " Cosmopolitan

CHOWTAT " "

PASSED THE CANAL.

OUTWARD—13th March—Adria, 2nd Mar.

—Nejd Nyanan, 21st, Tewfotdale,

2nd March—Pyrus, Laos, Tewfotdale,

3rd March—Banlawas, Gleno, Flintshire, Mor-

Intimations.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKS MARU	BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO.	TUESDAY, 19th April, at Noon.
S. Kawamura		
SANUKI MARU	YOKOHAMA (DIRECT).	WEDNESDAY, 20th April, at 4 P.M.
W. Towsend		
OMI MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th April, at 4 P.M.
C. Young		
TAMBA MARU	MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	TUESDAY, 26th April, at 4 P.M.
H. Barnes		
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th April, at 4 P.M.
J. Jones		

*Connecting at KOBE with S.S. "RIOJUN MARU" sailing thence on 7th May for SEATTLE, U.S.A.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th April, 1898.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRAH, ADEN, SUEZ, PORT SAID, VENICE, FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS).

THE Company's Steamship

"GISLA,"
Captain L. Brelitz, will be despatched as above TO-MORROW, the 16th instant, P.M.
Silk and Valuables will be transhipped at Bombay on steamer of the accelerated line.
For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 15th April, 1898. [493]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"
Captain A. Minis, will leave for the above ports TO-MORROW, the 16th instant, at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 15th April, 1898. [487]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

"DEUCALION,"
Captain Branch, will be despatched TO-MORROW, the 16th instant, at Noon.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th April, 1898. [497]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"
Captain Jones, will be despatched as above TO-MORROW, the 16th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 12th April, 1898. [480]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"
Captain Lehmann, will be despatched for the above Ports on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co., General Managers.

Hongkong, 12th April, 1898. [518]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"AFRIDI,"
Captain Golding, will be despatched as above on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 11th April, 1898. [493]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARABEY AND SOURABAYA.

THE Company's Steamship

"ONSANG,"
Captain Young, will be despatched as above on WEDNESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th April, 1898. [517]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"GUTHRIE,"
Captain Craig, will be despatched for the above Ports on TUESDAY, the 26th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th April, 1898. [516]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"
will be despatched as above on or about 26th April.

S.S. "ENERGIA".....about 5th May.

S.S. "MACDUFF".....25th May.

S.S. "AFRIDI".....5th June.

S.S. "PATHAN".....15th June.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 10th March, 1898. [63]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAVERHILL,"
will be despatched as above on or about the 5th May.

To be followed by

S.S. "MERIONETHSHIRE," on or about 25th May.

S.S. "QUEEN MARGARET," on or about 5th June.

S.S. "ST. NINIAN," on or about 15th June.

S.S. "CRAIGEARN," on or about 30th June.

For Freight, &c., apply to

SHEWAN, TOME'S & Co., Agents.

Hongkong, 14th April, 1898. [500]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"
Lower, Master, Shodly expected here, will load

for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOME'S & Co., Agents.

Hongkong, 19th March, 1898. [514]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"
W. L. Foster, Master, will load here for the above port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOME'S & Co., Agents.

Hongkong, 7th March, 1898. [512]

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"PRINZ HEINRICH," Captain O. Cipper,

with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on

MONDAY, the 25th April.

Cargo will be received on TUESDAY, the 26th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th April.

Contents of Packages are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

SHEWAN, TOME'S & Co., Agents.

Hongkong, 19th March, 1898. [511]

Ships.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 16th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1898. [512]

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW,